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BROWN, JONES & CO.
AMERICAN AND ITALIAN MARBLE
CROSSES
HEADSTONES AND COLUMNS
in Stock.
Prices moderate. Work Promptly Done.
Satisfaction Guaranteed.

A. S. WATSON & CO. LIMITED.



CHEMISTS BY APPOINTMENT.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our NEW FACTORY has been recently fitted
with automatic Steam Machinery of the latest
and most approved kind, and we are well able to
compete in quality with the best English makers.

The purest ingredients only are used, and the
utmost care and cleanliness are exercised in the
manufacture throughout.

"BOMBAY SODAS."

We continue to supply large bottles as heretofore,
Free of Extra Charge, to those of our
Customers who prefer to have them to the ordi-
nary size.

COAST PORT ORDERS,
whenever practicable, are despatched by first
steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
the full amount allowed for Packages and Em-
ploys when received in good condition.
Consentful Order Books supplied free on ap-
plication.

Our Registered Telegraphic Address is
"DISPENSARY, HONGKONG."
And all signed messages addressed thus will
receive prompt attention.

The following is a List of Waters always kept
ready in Stock:

PURE AERATED WATER
SODA WATER
LEMONADE
POTASH WATER
SALTZET WATER
LITHIA WATER
SARSAPARILLA WATER
TONIC WATER
GINGER ALE
GINGERALE
LEMON SQUASH
RASPBERRYADE

No Credit given for Bottles that look dirty or
grassy, or that appear to have been used for any
other purpose than that of containing Aerated
Waters, as such Bottles are never used again by us.

A. S. WATSON & CO. LIMITED.
The Hongkong Dispensary, Hongkong.

NOTICE TO CORRESPONDENTS.
Only communications relating to the new columns
should be addressed to the Editor.
Correspondents are requested to forward their name
and address with communications addressed to the
Editor, not for publication, but as evidence of good
faith.

All letters for publication should be written on one
side of the paper only.
No anonymous or signed communications that have
appeared in other papers will be inserted.
Orders for extra copies of the Daily Press should
be sent before 11 a.m. on the day of publication.
After that hour the supply is limited.

Telephone Address Press. Telephone No. 12.

BETTES.
On the 12th inst., at the Peak, the wife of H. B.
Lewin, of a daughter.
On the 10th inst., at Bremen, the wife of C. R.
Michaelson, of a daughter.

The Daily Press.

HONGKONG, JUNE 14th, 1894.

UNDER the title of "An Exchange for
Gibraltar" Captain GAMBIE, R.N., has
contributed a paper to the *Fortnightly Review*
which is pretty certain to excite a good deal
of attention as the most complete exposition
of the doctrine of scuttles yet enunciated.
The gallant captain at starting lays down the
following hypothesis. First, that events
have so altered the foreign policy of England
that what was necessary in the time of
Lord Palmerston and that circumstances
have so changed since the great War
Premier guided our affairs that the need for
British intervention in continental quarrels
has virtually ceased and we will sit out.
Secondly, that unless we are prepared to hold
the Suez Canal by force of arms in time
of war our presence in the Mediterranean
is a costly luxury which we cannot afford
and which is dangerous to the preservation
of the integrity of our Empire. Thirdly, that
the retention of Gibraltar is useless because
it does not command the Straits and can only
be made to do so by the presence there of a
powerful squadron sufficient to meet the
whole naval might of France probably com-
bined with that of Spain; also because
Spain—and this statement he rests on the
authority of a Spanish officer—has a powerful
battery on the adjoining territory that could
enlarge the shipping in Gibraltar and render
the port untenable by the navy. There are,
as the captain points out, very inadequate
facilities for docking or repairing at Gib-
ralter, and if the Spaniards chose to assume
the offensive they could certainly make the
port practically useless, though the fortress
might remain impregnable. For these rea-
sons he would surrender the historic Rock,
and suggests that it should be exchanged
for the Canary Islands, which exchange he
asserts Spain would gladly make. There is
reason to believe that this assertion is not
ill founded. The Spaniards have always
chafed at the presence of a foreign garrison
on a great strategic point of their coast, and
have natural and reasonable that feeling of
irritation must be best estimated by
Englishmen imagining Portsmouth and its
harbour being held and garrisoned by
French troops. The Canaries are some dis-
tance from Spain and their cession would be
regarded with comparative indifference by
the Spanish people, to whom they have never
been of any value and are now only a
source of expense. Owing to their position,
on the route to India via the Cape, the
Islands would constitute a valuable pos-
session to England; the ports of the Canaries

could be converted into a strong fortress and
naval station, and owing to the equability
and healthiness of the climate the Gambia
might be made a sort of reserve from which
reinforcements for India could be drawn.
Captain GAMBIE also proposes that the
cession of Madeira and the Cape de
Verde Islands from Portugal should be
negotiated.

So much for Gibraltar. As for Malta
and Cyprus, valuable as they admittedly are
while we aspire to a voice in the control of
the Mediterranean, Captain GAMBIE thinks
they should be bartered away, but to what
Power and for what consideration he is ap-
parently not yet prepared to say. The for-
mer geographically and ethnologically is of
course nearer to Italy, but that Kingdom
has nothing to offer in exchange and can ill
afford to make the purchase for cash, while
it is very doubtful whether the Maltese peo-
ple—a distinct race—would ever for an ex-
change of masters seeing that they already
enjoy home rule under British protection.
They certainly would protest against trans-
fer to France, or Austria, or Germany.
Turkey would not give much for a restora-
tion of Cyprus, and Greece could not afford
to compensate England for improvements in
that island even if the SUZAN would permit
the transfer. It is, however, quite true
that we should, as Captain GAMBIE sug-
gests, set free a large number of troops
by withdrawing from the Mediterranean
and should save some millions in ex-
penditure which could be employed in
strengthening our position in the Cape.
It is in this direction Captain GAMBIE con-
siderably concentrates his strength—
to make the Cape route the route for India
in time of war. He contends that in the
event of war breaking out British merchant
liners would cease to use the Canal, owing to
the risks they would run. If we elected to
control and defend the ditch out through the
sund of Suez, as he describes this great
commercial highway, this would involve the
increase of the army of occupation in Egypt
to a force of 50,000 men, and even then,
after all our sacrifices, we might fail to pre-
serve the canal. Let us, therefore, he says,
retire from Egypt while peace prevails, and
while we can do so with honour and credit.
Our presence is a chronic offence to France,
which country appears to think she has a
special mission in the land of the Pharaohs.
If she wishes to occupy Egypt, why, he asks,
should she not do so? Her presence there
would bring her into a conflict of interests
with Russia while our abandonment
of the part of protector of the Sick
Man would surely lead to the discontinu-
ance of Muscovite schemes for the overthrow
of British rule in India. Moreover, if as a
condition for the withdrawal of British
troops from Egypt the British Government
stipulated for the gift of the French from
Madagascar the gallant captain is convinced
the French Government would be only too
glad to surrender that island to our sphere
of influence. And Madagascar, he
thinks, would turn out to be a promising
field for British enterprise. While he was
at it, the gallant captain might have sug-
gested that France should give Tonkin for
Egypt? The latter has never been a popu-
lar acquisition in France; the French
people have so far done almost nothing to-
wards developing the resources of the coun-
try, and they seem to regard it more as a
sieve for French bullion and a grave for
French soldiers than as a profitable field for
French industry and trade.

One of the strongest arguments on which
Captain GAMBIE relies in favour of the
withdrawal of England from active partici-
pation in Continental quarrels and the
abandonment of the Suez Canal as the
route to India and the East in time of war
is that supplied by his own professional
knowledge and practical experience. He
contends that we have neither the military
nor the naval force wherewith to
protect both routes and that a choice
must be made between them. He urges
that the great highway of the Atlantic
and the Pacific is the natural, safe, and
expedient route to India and the Colonies.
It is true that a few days longer,
but it has the inestimable advantage of being
absolutely healthy. Instead of being
"a death-trap like the Red Sea" it is
a "death-trap" in the hot season, troops sent
to India via the Cape would be set up and
invaluable by the voyage. Another very
important consideration in connection with
the Cape route is that of convoy. "To
send a heavy laden troop through the
Mediterranean and by the Red Sea without
a powerful convoy would be impossible."
The narrowness of the route, the great
number of ports and points all along the
route where enemies' vessels could lie hid-
den to pounce out on the unprotected
troop would make it inadvisable to attempt
it, whereas by the Cape route there is an
"ocean to choose from for a route, and as it
would be left to the discretion of each
captain to sail as he liked it would be im-
possible for any hostile cruiser to inter-
cept him except by chance." By re-
leasing the insignificant fleet now retained
in the Mediterranean, Captain GAMBIE
says the Cape route could always
be effectively protected, and by the
exchange of the fortresses now held in the
Mediterranean, new coaling stations neces-
sary to complete the chain on the Cape route
could easily be acquired, while no less than
40,000 soldiers would be set free for service
in India and the dependencies. The num-
ber of troops mentioned in, however, that
which Captain GAMBIE calculates would
be the minimum required to hold Gibraltar,
Malta, and Cyprus in time of war; the pre-
sent garrisons do not, even including the
army of occupation in Egypt, total half that
number.

The gallant captain admits that the policy
he advocates is a selfish policy, and by many
will be called a policy of scuttles—but almost
every one, he should say, will be urged
that it is dictated by the change in the
course of events, the enormous arma-
ments maintained by Continental nations,
the necessity of avoiding any competition with
them, and the wisdom of securing the benefit
which the insular position of Great Britain
has conferred upon her. The day has come
when the policy of interference in every Euro-
pean quarrel is no longer tenable, and England
must either withdraw or be overwhelmed.

It is a very serious case, and the
Government must decide whether it is to
maintain the status quo or to make a radical
change in its policy. The latter course is
the only one that offers any chance of
success in the long run. The former course
is a mere palliative, and will only lead to
a more serious crisis in the future.

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targets dictate the quiet consideration of his
power and the retention of what she has got.
Economically Captain GAMBIE's paper is not
doubtful, but from a practical point of
view it is sheer nonsense. The highway
from the East to Great Britain lies through
the Suez Canal and it must be protected at
all costs. If in the event of war breaking
out our opponents would kindly give
us six months' notice no doubt the
Cape route might be reverted to, but
as the war, if it ever comes, will most likely
break out without any lengthy premonition
it is essential that England should be strong
in the Mediterranean in order to protect
the shipping and merchandise afloat at the
time. We should not like to hazard a guess
at the value of British property afloat in
the Mediterranean at any given mo-
ment, but it must be something immense,
and to leave all this a prey to the
enemy would be suicidal. And one of the
surest ways to precipitate a European war
would be England's withdrawal from the
Mediterranean, when the other nations
would immediately begin a scramble for
our abandoned possessions there. England
would be lucky if she managed to keep
clear of the imbricatio, and in any case
she could not fail to suffer directly and
indirectly from the general disorganisation of
trade and the blockades that such a struggle
would bring about.

H.M.S. *Latona* proceeded to Canton yesterday.
The delivery of the English mail was begun
at 8.15 a.m. yesterday.

The P. & O. steamer *Qualor* left Singapore
for this port on the 12th inst. at 3 p.m.

Lieut. C. F. Martin, of the Connaught
Rangers, who sustained a fracture of the skull by
being thrown from his horse at Taipei, was
yesterday reported, died on the 13th inst.

At the Magistrate's yesterday a despatch
from the Lincolshire Regiment now stationed at
Singapore, who had been ordered to be
delivered to the military authorities.

A meeting in connection with the proposed
Exhibition to be held on Monday next. It
was convened by the Governor and His Excellency,
it will be noted from the advertisement, invited
the presence of ladies.

Sir Walter Sandall's name is being freely
mentioned, and the Colonies and India in con-
nection with the Government of the Straits
Settlements, the place being about to become
vacant through the retirement of Sir Cecil
Clemens Smith.

The steamer *Nankai*, which arrived yester-
day from Bangkok, reports having spoken a
four-masted British ship, which it had
letters MSH. off Brothers Island, lat. 24° N.,
long. 103° E., bound from Colombo to Saigon.
She wished to be reported all well.

Mr. Woodhouse yesterday resumed the en-
quiry into the circumstances attending the death
of the late Mr. J. H. Woodhouse, who was
found dead in the water off the shore of the
house at Quarry Bay, after having a large
amount of evidence relative thereto adduced
the enquiry again until Thursday next at 2.30
p.m. Mr. Dawson represented Messrs. Barker
and Sons.

The King of Siam is Europeanizing his palace
almost entirely. The palace is surrounded by
European workmen, and it is now being furnished
throughout with furniture from England. A
magnificent bed-room suite has already been sent
from London, and the King is now in the
arranged in time for the Austrian Archduke to
use on his approaching visit to His Majesty in
July.

Some 100,000 worth of opium was seized at
Bangkok, we learn from the *Bangkok Times*,
in consequence of the late war. It has been
seized by the authorities, who, owing to the
having been mixed up in the smuggling of 183
tons and two out of the drug, which was con-
fiscated when the late Mr. Woodhouse was
killed, from the transfer, was a blank trans-
fer, for a transfer properly dated, stamped, and
in all respects completed. The blank transfer
gives no clue to the whereabouts of the opium,
and the equitable title is so converted into a
legal title.

Referring to the call on the Panjion shares
of the *Straits Settlements*—It is always to
be remembered that a refining means tackling
the reef from below and cutting it out working
upwards in terraces or "steps" till the appar-
ent level of the reef is reached. The reef is
cut by continuing to sink the shaft until the
100 ft. or so each time, work horizontally till the
shaft is struck, drawing and take it out by a
cable, and then the shaft is sunk deeper, and
the work is continued "down" till the lower
level and so raising the stone into the engine
shaft, up which it is drawn by the winding gear
to the surface. It is a very slow and tedious
process, and money is wasted, not to mention
the present low level. It is by multiplying the
points of access to the reef that the number of
"working faces" is increased, and as a conse-
quence the work is done more expeditiously.
Taking into account the actual returns now com-
ing from Panjion as indicating the "quality" of
the reef, the call now being made implies that
the reef is of a better quality than was pre-
viously supposed, and that the money now to be
raised will be used in the purchase of new milling
machinery, which will be of great service to
the industry, and will be a valuable addition
to the reef. The reef is of a better quality
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The following items are from the *London*
and *Colonial* papers of the 13th inst.:—
A telegram from Hong Kong, dated the 13th
inst., states that the steamer *Latona*, from
Singapore, reports having spoken a four-
masted British ship, which it had letters MSH.
off Brothers Island, lat. 24° N., long. 103° E.,
bound from Colombo to Saigon. She wished to
be reported all well.

Among other enterprises for which the
World's Fair at Chicago is responsible is a
Chinese weekly newspaper, the initial number
of which will be issued immediately, and which
will be edited by Mr. W. H. Woodhouse, who
has been appointed to the position of Chinese
editor of the *Latona*, and who will be in charge
of the paper. The paper will be published at
222, North Clark-street, and will be a valuable
addition to the Chinese press. The paper will
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Advice from St. Petersburg states that the
Chinese fleet of the Siberian Sea, which had
considerably declined during the winter months,
is now being carried on with renewed vigour,
the work being chiefly entrusted to the military
authorities. The fleet is now being re-
equipped with the results thus obtained than
with the progress made by private contractors.
It is expected that the fleet will be ready
for service in the summer months, and will
be able to further distance of 1500 miles
from the coast. In the meantime a
temporary wooden bridge will be thrown over the
Siberian River, and the fleet will be able to
pass over the bridge. The fleet will be able to
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Among other enterprises for which the
World's Fair at Chicago is responsible is a
Chinese weekly newspaper, the initial number
of which will be issued immediately, and which
will be edited by Mr. W. H. Woodhouse, who
has been appointed to the position of Chinese
editor of the *Latona*, and who will be in charge
of the paper. The paper will be published at
222, North Clark-street, and will be a valuable
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Advice from St. Petersburg states that the
Chinese fleet of the Siberian Sea, which had
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is now being carried on with renewed vigour,
the work being chiefly entrusted to the military
authorities. The fleet is now being re-
equipped with the results thus obtained than
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It is expected that the fleet will be ready
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America, *German*, 300, 575, 555, *W. Linton*, May 1938.
 1. *Butterfield*, *Swiss*
 2. *Brynnhild*, *British*, 1,409, *W. Kinn*, May 1938.
 3. *Glenn*, *British*, 1,075, *W. Kinn*, May 1938.
 4. *Glenn*, *German*, 2,000, *Hild*, *Swiss*, May 1938.
 5. *Silmon*, *Swiss*, *Swiss*
 6. *Foehling*, *British*, 931, *W. Kinn*, May 1938.
 7. *Irish*, *British*, 1,577, *W. Kinn*, May 1938.
 8. *S. Smith*, *Swiss*, 1,774, *Carver*, May 1938.
 9. *Paik*, *British*, 1,911, *Long*, May 1938.
 10. *W. M. Strachan*, *Swiss*
 11. *Pathan*, *British*, 1,793, *W. Kinn*, May 1938.
 12. *Podwell*, *Swiss*, *Swiss*
 13. *Summit*, *British*, 1,075, 893, *W. Kinn*, May 1938.
 14. *Nippon*, *Swiss*, *Swiss*
 15. *Tokio*, *Swiss*, *Swiss*
 16. *Nippon*, *Swiss*, *Swiss*
 17. *YOKOHAMA*, *Swiss*
 18. *Y. In*, *Swiss*, *Swiss*
 19. *C. S. Bennett*, *Swiss*, 1,194, *Frank*, *Swiss*
 20. *Jardine*, *Swiss*, *Swiss*
 21. *Emma*, *Swiss*, *Swiss*
 22. *Sparky*, *Swiss*, *Swiss*
 23. *Glenn*, *Swiss*, *Swiss*
 24. *Jardine*, *Swiss*, *Swiss*
 25. *Glenn*, *Swiss*, *Swiss*
 26. *Pathan*, *Swiss*, *Swiss*
 27. *Saghalin*, *Swiss*, *Swiss*
 28. *Massachusetts*, *Swiss*
 29. *Victoria*, *Swiss*, 2,600, *Panton*, *Swiss*
 30. *Doddell*, *Swiss*, *Swiss*
 31. *BANGKOK*, *Swiss*
 32. *Ameson*, *Swiss*, 1,934, *Christie*, *Swiss*
 33. *A. Wackerell*, *Swiss*
 34. *Andrew*, *Swiss*, *Swiss*
 35. *Amel*, *Swiss*, *Swiss*
 36. *Sto*, *Swiss*
 37. *Bua*, *Swiss*, *Swiss*
 38. *Amel*, *Swiss*, *Swiss*
 39. *City*, *Swiss*, *Swiss*
 40. *C. W. Bennett*, *Swiss*
 41. *Hydra*, *Swiss*, *Swiss*
 42. *Windor*, *Swiss*
 43. *Lo*, *Swiss*, *Swiss*
 44. *Madolide*, *Swiss*, *Swiss*
 45. *Queen*, *Swiss*, *Swiss*
 46. *Stettina*, *Swiss*, *Swiss*
 47. *Schwab*, *Swiss*, *Swiss*
 48. *Brachyn*, *Swiss*, *Swiss*
 49. *Wilhelm*, *Swiss*, *Swiss*
 50. *THE BRITANNIC MAJESTY'S*, *Swiss*
 51. *Alaska*, *Swiss*, *Swiss*
 52. *Archae*, *Swiss*, *Swiss*
 53. *Caroline*, *Swiss*, *Swiss*
 54. *Daphne*, *Swiss*, *Swiss*
 55. *Exelsa*, *Swiss*, *Swiss*
 56. *Firebird*, *Swiss*, *Swiss*
 57. *Hydra*, *Swiss*, *Swiss*
 58. *W. Craigie*, *Swiss*
 59. *Impressa*, *Swiss*, *Swiss*
 60. *Leant*, *Swiss*, *Swiss*
 61. *Linnat*, *Swiss*, *Swiss*
 62. *Mercur*, *Swiss*, *Swiss*
 63. *Palis*, *Swiss*, *Swiss*
 64. *Peacock*, *Swiss*, *Swiss*
 65. *Peppercorn*, *Swiss*, *Swiss*
 66. *Pignat*, *Swiss*, *Swiss*
 67. *Plow*, *Swiss*, *Swiss*
 68. *Porpoise*, *Swiss*, *Swiss*
 69. *Rattler*, *Swiss*, *Swiss*
 70. *Saghalin*, *Swiss*, *Swiss*
 71. *Seven*, *Swiss*, *Swiss*
 72. *Solent*, *Swiss*, *Swiss*
 73. *Swift*, *Swiss*, *Swiss*
 74. *Trawl*, *Swiss*, *Swiss*
 75. *Victor*, *Swiss*, *Swiss*
 76. *Wivern*, *Swiss*, *Swiss*
 77. *FOREIGN MEN-OF-WAR ON THE*, *Swiss*
 78. *Admiral*, *Swiss*, *Swiss*
 79. *Alert*, *Swiss*, *Swiss*
 80. *Allison*, *Swiss*, *Swiss*
 81. *Aspic*, *Swiss*, *Swiss*
 82. *Benno*, *Swiss*, *Swiss*
 83. *Bobo*, *Swiss*, *Swiss*
 84. *Castilla*, *Swiss*, *Swiss*
 85. *Cunha*, *Swiss*, *Swiss*
 86. *D. Antonio*, *Swiss*, *Swiss*
 87. *D. Diego*, *Swiss*, *Swiss*
 88. *D. D. Portuguese*, *Swiss*, *Swiss*
 89. *For*, *Swiss*, *Swiss*
 90. *Ilia*, *Swiss*, *Swiss*
 91. *Inconstant*, *Swiss*, *Swiss*
 92. *Kreuzer*, *Swiss*, *Swiss*
 93. *Kreuzer*, *Swiss*, *Swiss*
 94. *Lion*, *Swiss*, *Swiss*
 95. *Madon*, *Swiss*, *Swiss*
 96. *Monaco*, *Swiss*, *Swiss*
 97. *Naples*, *Swiss*, *Swiss*
 98. *Pamela*, *Swiss*, *Swiss*
 99. *Parceiro*, *Swiss*, *Swiss*
 100. *Peter*, *Swiss*, *Swiss*
 101. *San Quintin*, *Swiss*, *Swiss*
 102. *Sila*, *Swiss*, *Swiss*
 103. *Silva*, *Swiss*, *Swiss*
 104. *Sophia*, *Swiss*, *Swiss*
 105. *Swiss*, *Swiss*, *Swiss*
 106. *Triumphante*, *Swiss*, *Swiss*
 107. *Vipere*, *Swiss*, *Swiss*
 108. *Vittas*, *Swiss*, *Swiss*
 109. *Wolf*, *Swiss*, *Swiss*
 110. *Wolf*, *Swiss*, *Swiss*